

**TOWN COUNCIL
CLOSED SESSION
AGENDA**

Monday, November 14, 2011

Council will convene into a closed session at the conclusion of the work session. The purpose of the closed session will be discussion or consideration of the acquisition of real property for a public purpose.

Certification Motion, November 14, 2011

“I move that the members of the Vienna Town Council be polled to affirm that during the Closed Session convened this date, November 14, 2011, the Town Council met for purposes of discussion or consideration of the acquisition of real property for a public purpose.”

“I further move that the Certification Resolution be adopted in accordance with State Statutes, and that the Deputy Town Clerk is authorized to execute the Certification Resolution.”

“I further move that the Closed Session be continued to November 21, 2011 at 7:15 p.m. in accordance with Virginia Code Section 2.2-3711.A(1) for purposes of discussing matters of personnel, specifically the interviewing of candidates interested in appointment and /or re-appointment to Town boards and commissions.”

Closed Session Date: November 14, 2011

Motion: Councilwoman Kelleher

Second: Councilwoman DiRocco

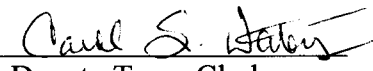
CERTIFICATION OF CLOSED SESSION

WHEREAS, the Town Council of Vienna has convened a closed session on this date pursuant to an affirmative recorded vote and in accordance with the provisions of The Virginia Freedom of Information Act; and

WHEREAS, Section 2.-233 (A) (1) of the Code of Virginia required a certification by the Town Council that such Closed Session was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Town Council hereby certifies that to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the Closed Session to which this certification resolution applies, and (ii) only such public business matters as were identified in the motion convening the closed session were heard, discussed, or considered by the Town Council.

Vote:	Aye	/	Nay
Laurie Geneviro Cole	✓	/	
Laurie A. DiRocco	✓	/	
Edythe F. Kelleher	✓	/	
Michael J. Polychrones	Absent.		
Carey J. Sienicki	✓	/	
Howard J. Springsteen	✓	/	
Mayor M. Jane Seeman	✓	/	


Deputy Town Clerk

[Agenda](#)[Minutes](#)[Close](#)**TOWN OF VIENNA****TOWN COUNCIL WORKSESSION MEETING****Monday, November 14, 2011****8:00 PM****Charles A. Robinson, Jr. Town Hall, 127 Center Street South** [Print](#)**1. Maple Avenue Corridor Project - Next Steps**

TOWN OF VIENNA
TOWN COUNCIL WORKSESSION ITEM
November 14, 2011
8:00 PM



ITEM NO.

Maple Avenue Corridor Project - Next Steps

BACKGROUND SUMMARY:

On June 13, 2011, a Town Council Work Session was held and the Mayor and Town Council were provided with the final version of the Maple Avenue Photo Renderings. The Mayor and Town Council were provided photo renderings illustrating buildings heights of 35', 50', and 54' feet at both 15' and 30' foot setbacks. Wiley|Wilson prepared forty-two (42) photo renderings for the Council's consideration.

On August 4, 2011, the Department of Planning & Zoning provided the Mayor with a list of questions for the Council to consider while they reviewed the photo renderings. The list of questions below were compiled from Councilwoman Sienicki's email dated July 5, 2011.

- Which structures need to be identified and preserved for the culture of the Town?
- Are there community needs that should be addressed?
- What is the most efficient placement of additional parking to serve the commercial areas?
- Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?
- Should parking areas be placed in the rear of buildings?
- What mixed uses will be encouraged?
- Should there be three (3) distinct zones (West, Center, and East)? Are there advantages/disadvantages to separating or incorporating zones?
- While increasing scale, how can the Town maintain/encourage a diversity of smaller businesses?
- What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?
- How can residential be buffered from the increased commercial activity?
- Should height be restricted where the depth of commercial district is narrower and increased where wider?
- Should there be better pedestrian routes established?

The Department of Planning and Zoning received four (4) responses for the above listed questions. The responses are attached to this memo for reference.

OVERVIEW:

In order to move forward with this project, the Mayor and Town Council must come to a consensus with their vision for the Maple Avenue Corridor. The Department of Planning & Zoning envision this project to be completed in four (4) phases. Below is an outline of the four (4) phases:

- **Phase 1 (approx. 10-20% of project cost):**
 - Explore: Existing features in Vienna
 - Explore: Examples to draw from around the country/world.
 - Create: A visual and verbal resource document for the Council.
 - Create: A Vision.
 - Define: The physical and programmatic limits of the project.
- **Phase 2 (approx. 20-30% of project cost)**
 - Explore: Look at an extensive array of conceptual graphic concept.
 - Explore: A series of zoning and code provisions to support the above possibilities.
 - Identify the various options, such height, bulk plane, incentives/proffers, setbacks, uses, parking, FAR, and overlay districts.
 - Create: The final concept graphics incorporating the above refined preliminary concepts.
 - Create: The final codification supporting the agreed-upon design direction.
- **Phase 3 (approx. 30-40% of the cost of the project)**
 - Discussion: Open up the project to the various Town boards and commissions, and the citizens.

- Refine: The graphic and verbal elements of the project by incorporating the various input garnered above
- Perform final objective quality control effort.
- Create: Final document/Code.
- **Phase 4 (approx. 10-20% of the cost of the project)**
 - Present: To the public and the various boards and commission.
 - Vote: Town Council Approval.

SUMMARY/STAFF IMPRESSIONS:

The next step in the Maple Avenue Corridor project is to build Council consensus on such issues as height limits and building setbacks and to create a vision for the future. The Department of Planning & Zoning will work closely with a consultant to complete the above four (4) phases.

DOCUMENTS ATTACHED:

1. [Comments_Carey_Sienicki.pdf](#)
2. [Comments_Mayor.pdf](#)
3. [Maple Avenue Thoughts_Edythe_Kelleher.docx](#)
4. [Maple Avenue Vision Questions AnswersSept2011 Laurie D.docx](#)
5. [Websites for reference from Edythe Kelleher.docx](#)

RECOMMENDATION:

It is the recommendation of the Planning & Zoning Department that the Mayor and Town Council authorize funds to hire a consultant to work with the Town. The consultant will work closely with the Planning & Zoning Department and will help lead the Mayor and Town Council towards consensus and a vision. At the direction of the Council, a Request For Proposals (RFP) will be issued to solicit proposals from consultants to work with the Town.

Smith, Julia

From: Sienicki, Carey
Sent: Tuesday, September 06, 2011 8:15 AM
To: Smith, Julia; Mayor
Subject: RE: QUESTIONS FOR THE COUNCIL TO CONSIDER
Attachments: QUESTIONS FOR THE COUNCIL TO CONSIDER - Carey Sienicki 9-6-11.docx

Mayor Seeman,
Please find the attached document with answers to your questions for Council to consider.
Thanks,
Carey

From: Smith, Julia
Sent: Tue 8/16/2011 9:59 AM
To: COUNCIL
Subject: QUESTIONS FOR THE COUNCIL TO CONSIDER

Please forward your thoughts to me regarding the following questions pertaining to Maple Avenue as soon after Labor Day as possible:

- * Which structures need to be identified and preserved for the culture of the Town?
- * Are there community needs that should be addressed?
- * What is the most efficient placement of additional parking to serve the commercial areas?
- * Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?
- * Should parking areas be placed in the rear of buildings?
- * What mixed uses will be encouraged?
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- * What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?
- * How can residential neighborhoods be buffered from the increased commercial activity?
- * Should height be restricted where the depth of commercial district is narrower and increased where wider?
- Should there be better pedestrian routes established?

Thank you for your attention to this matter.

Sincerely,

M. Jane Seeman
Mayor

9/6/2011

Maple Avenue Vision | QUESTIONS FOR THE COUNCIL TO CONSIDER | Carey Sienicki

Which structures need to be identified and preserved for the culture of the Town?

- All those historical districts, structures and sites as identified in the 2010 Comprehensive Plan pages 20-22.
- Other Maple Avenue destinations with local flavor that need to be preserved in principal: Town Green, Vienna Inn, Patrick Henry Library, Fresh Fields, Michel Renee Building,

Are there community needs that should be addressed?

- Maintaining a sense of community identity, history and culture. Avoid a singular development from creating an artificial, uniform, kitschy or monolithic vision of the town and what it should become. The charm of the town is the evolution of time and the diversity of scale that comes from that development over time. The Church Street model should be the path that could be pursued. People interested in this community, not large firms or developers, should determine how this project progresses.
- Establishing residential accommodations for special needs who would directly benefit from the more central location (*young family start-ups, seniors, handicapped, etc.*) to extend the demographic of the population.
- Integrating the use of sustainable strategies into the design.
- Maintaining/further encouraging a diversity of smaller businesses.
- Encouraging visual/experiential events at many levels (in keeping with the developments from Church Street), such as: materials & textures, facade style & configuration, shading, signs, lights, seating, landscaping, trees and floor surfaces.
- Ensuring transparency at street level for the pedestrian (60% minimum of 1st floor wall) and provide an assortment of awnings or second floor coverings or second floor common areas for additional pedestrian interest for an interaction of businesses with the pedestrian.
- Improving efficiency of the streetscape design to reinforce shared use of the corridor: encouraging outdoor seating areas, minimizing curb cuts and vast street side parking areas by creating flexible parking, bulb outs, crosswalks, shared bike lanes, shared parking strategies, medians etc.
- Providing a diversity of scale, setbacks and an varied number of experiences throughout the town ensuring to not compromise the surrounding residential areas.

What is the most efficient placement of additional parking to serve the commercial areas?

Adding parking structures wherever feasible on Town properties, i.e. around the Community Center or Town Hall, Northside Property Yard near Mill Street.

Encourage enlarging the FCPL Patrick Henry library facility to include more parking and better addressing the corner. Perhaps the upper level could be a concrete park or parking deck that also extends to the Vienna Elementary School (FCPS) back lot during the day and community use at other times.

Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?

Advocating a strategy of smart growth in lieu of stringent parking requirements, especially to allow for shared parking, limiting oversupply. Some case studies in our area that might be successful examples to explore:

<http://www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf>

Should parking areas be placed in the rear of buildings?

Yes, parking should be encouraged to be located on the interior core of blocks, camouflaging parking structures in lieu of street parking or garages that address the street. Buildings, trees and street furniture should become the visible screens between the citizens and the required parking solutions.

What mixed uses will be encouraged?

Maintain principally diverse use, i.e. those compatible with residential, on the commercial corridor (i.e. street level retail offerings such as lifestyle shops and boutiques, dining & entertainment, health & services with upper level office/residential development. Encourage small, energetic businesses to develop here. Opportunities for sidewalk cafes or second story balcony seating could be explored.

Should there be three (3) distinct zones (West, Center and East)? Are there advantages/disadvantages to separating or incorporating zones?

Yes, it would allow for zoning considerations to be implemented more effectively.

1. Walkable Business District(s) - Mixed use commercial retail concentrated along Maple Avenue & Church Streets, between Park St. and Lawyers Rd. *Maybe establish other minor ones at the intersection of Nutley and Maple and Beulah & Branch Roads and Maple Avenue.*
2. Professional Office Business District - west of Lawyers Rd. toward Nutley St.
3. Commercial businesses - east of Park Street

"Stretch Thoughts" to consider while looking at the Maple Avenue Vision, because there could be more than three:

- Governmental District Center Street corridor
 - Town Hall, Public Safety (police, fire), Community Center, Library
- Mill St. and Dominion Rd. industrial area (CM)
 - Redevelop surrounding small commercial and industrial strips around the caboose/train station to increase density and include integrated parking.
 - Consider more stringent industrial use zoning (i.e. concentrating auto repair, parts and service vs. lumber/landscaping, etc.) and better camouflage the "by-products" of their trades.
 - Could there be research to determine feasibility of relocating the Lawyers Road US Post Office, since it is a difficult (dangerous) location for both customers and employees. If moved into the industrial area, toward the center of Town, patrons could more easily access while performing other errands and the employee loading docks will be in conjunction with the industrial area. It could serve as a gateway between the 2 districts. That corner could be freed up for other uses (such as parking), with a pedestrian bridge crossing.

While increasing scale, how can the Town maintain/encourage a diversity of smaller businesses?

- Concentrate small retail businesses in the center of town to encourage pedestrian friendly "cross pollination" intensity of small business and parking strategies.
- Economic incentives and resource pooling for small business owners to locate in Vienna.
 - Establish public/private virtual office center be for shared resources for small and emerging businesses and telecommuters, offering home based/telecommuting business alternatives, including a community broadband.
- Establish a more permanent local producer/small business only marketplace established around the Town Green/Freeman Store/Caboose area (i.e. accommodating uses such as the farmer's market, food, artists, crafting, etc.) with seasonal interests generating year-round interest. Perhaps this redevelopment could occur at the Carper building to include more parking with shops at the street.
- Encourage Vienna as a destination by providing opportunities for a slower pedestrian pace, more like a stroll, allowing for citizens to spend more time to enjoy a sidewalk eating area and discovering a specialty shop. Discouraging Maple Avenue as drive-by channel, necessitating getting into cars and driving to the next parking lot.

What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?

As a Town, Vienna can best be described as a *natural cultural district*, that is, we have a geographically-defined social network created by the presence of a density of cultural assets in our neighborhood that has evolved over time. Descriptively, a "natural" cultural district simply identifies a neighborhood that has naturally, organically spawned a density of unique cultural assets - organizations, businesses, participants, and artists - that sets it apart from other neighborhoods. By design, this is difficult to quantify, but there is a predominately small town, family-friendly feel. We should maintain that safe and clean environment which fosters these family friendly uses and activities at many levels, so our citizens can continue their pride for their Town.
<http://www.trfund.com/resource/downloads/creativity/NaturalCulturalDistricts.pdf>

How can residential neighborhoods be buffered from the increased commercial activity?

- Use of natural changes in topography act as physical and visual separation between the activities.
- Higher density residential could also act as buffers.
- Zoning considerations for use, such as eliminating higher traffic or noisy, late night/early AM activities.

Should height be restricted where the depth of commercial district is narrower and increased where wider?

Yes, where topography or distance does not provide a buffer between the Maple Avenue commercial district and surrounding residential neighborhoods, the height should be considered. Perhaps a step down strategy could be implemented from Maple Avenue toward the neighborhood if the desired effect along Maple Avenue streetscape would warrant a certain facade height.

Should there be better pedestrian routes established?

Yes, most definitely, if scale is increased a greater emphasis for pedestrian safety should be implemented, especially crossing at heavily trafficked areas. There should also be nodes of gathering/resting for congregation and pedestrian cross-town links established.

- Since Maple Avenue is a major bisector of the Town of Vienna, consider a pedestrian and bicycle friendly connections across Maple Avenue adjacent to the Town Green. This could include bridge, such as a cable-stay structure with minimal supports at the ground level, or integrating fly-overs into buildings on either side of the street. Could pursue avenues of funding from: <http://www.fhwa.dot.gov/environment/TE/>
- Expand Maple Avenue Vision project to incorporate a better dialogue between the connections of Maple Avenue & Church Street commercial districts (C1 & C2)
 - Develop a pedestrian/cycle oriented street (i.e. like referenced Woonerf/Verkehrsberuhigter Bereich) from Church Street to Maple on axis with Dominion. Additionally consider permanently closing the small strip of Church Street between Dominion Road and Mill Street to become a pedestrian orientated street and divert traffic around the block to Ayr Hill. This would also impede the use of Church Street NE as a secondary route during rush hour and eliminate the difficult crossing at Dominion Road and Church Street.

Maple Avenue Vision Questions/Answers

Laurie DiRocco, September 2011

Which structures need to be identified and preserved for the culture of the Town?

The Freeman House, Town Green, Caboose, brick sidewalks, W&OD trail, community center, and the library (even if it takes a different role and/or look in the future due to increase use of online books).

Are there community needs that should be addressed?

There is a need to safely walk and/or bike up and down Maple Avenue and have regular, safe crossing spots. There is a need for community gathering spaces, such as outdoor seating, small parks, and outdoor restaurant seating.

What is the most efficient placement of additional parking to serve the commercial areas?

I am unsure what is most efficient but I believe parking garages, shared parking areas, and behind-the-building parking options should be considered.

Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?

It could be adjusted if the developer contributed monies to a parking structure.

Should parking areas be placed in the rear of the buildings?

I think, visually from Maple Avenue, it would look best if the parking areas were in the rear of the buildings.

What mixed uses will be encouraged?

I believe some mixed use should be encouraged to support a population of residents who would like such housing (without a lawn and close access to shops and services) and to support the restaurants, shops, etc. along Maple Avenue. I am unsure exactly what the percentage of

residential to commercial should be. I think if the Town adds condos and/or town houses along Maple Avenue there should be a set of minimum requirements for developers, such as unit size (nothing less than 800 sq. ft.), 9 ft. ceilings, balcony, elevator access per a certain number of units, so many units per floor, and possibly a green roof or other energy efficient options.

Should there be three distinct zones (West, Center, and East)? Are there advantages/disadvantages to separating or incorporating zones?

The advantage to having three distinct zones is to only focus on one, smaller area at a time. The Town could require different building styles and/or building materials in each zone. I am not sure if that is needed. The big disadvantage to having three different zones is the lost opportunity of other projects along the corridor. For example, if the Town initially drafts a vision for the center zone, and a developer comes along with a project for the Marco Polo building or the Wolftap Motel, we have missed the opportunity to redevelop that area. Additionally, I think it will be too time consuming for the Town, with little reward, for distinguishing each zone.

While increasing scale, how can the Town maintain/encourage a diversity of smaller businesses?

I believe a Maple Avenue Vision would encourage commercial and retail establishments. I am unsure how to encourage small businesses specifically. Perhaps there could be tax credits and/or reductions for businesses of a certain size.

What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?

I believe the following distinguishes the Town of Vienna from other communities and these qualities could drive the vision:

- The Town is primarily a single-family community with distinct commercial areas along Maple Avenue and Church Street.
- The Town possesses a grid of streets, not a sprawling group of residential sub-communities with limited access points.

- The Town has a number of historic landmarks, such as the Freeman House, Caboose, etc.
- The W&OD trail runs through the center of Town.
- The Town Green is a focal point of the community.
- The Town has a number of long-time, small businesses, such as Rexall, Vienna Inn, etc.
- The Town hosts a number of unique community activities, such as the Halloween Parade, Oktoberfest, Viva Vienna, etc.

How can residential neighborhoods be buffered from the increased commercial activity?

The Town can require front and back setbacks along commercial properties abutting residents. There could be a stair-step type of approach to the development. Additionally, the Town needs to ensure that traffic flows smoothly along Maple Avenue (and other primary roads) so cars are less tempted to cut-through residential neighborhoods. Adequate commercial parking areas are needed so customers are not parking in neighborhoods.

Should height be restricted where the depth of commercial district is narrower and increased where wider?

Possibly, this is where the Town needs to determine if the height is appropriate in a narrower area.

Should there be better pedestrian routes established?

I believe this is extremely important for the Town to implement properly. I think we need routes to accommodate multiple users and connect to the broader street network. The Town wants to accommodate/encourage pedestrian activity and social interaction.

Here are the characteristics of a “Great Street” according to American Planning Association, and I think we should consider all of these as the Town creates a vision for Maple Avenue:

1. Provides orientation to its users, and connects well to the larger pattern of ways.
2. Balances the competing needs of the street – driving, walking, cycling, parking, drop-offs, servicing, etc.
3. Fits the topography and capitalizes on natural features.
4. Is lined with a variety of interesting activities and uses that create a varied streetscape (not all buildings in a straight line).
5. Has architectural features that are exemplary in design.
6. Relates well to its bordering uses – allows for continuous activity, doesn't displace pedestrians.
7. Encourages human contact and social activities.
8. Employs hardscape and landscape to great effect.
9. Promotes safety of pedestrians and vehicles.
10. Promotes sustainability through minimizing runoff, reusing water, ensuring groundwater quality, minimizing heat islands, and responding to climatic demands.
11. Is well maintained, and capable of being maintained without excessive costs.
12. Has a memorable character.

Additionally, for a variety of reasons, I do not believe a Town-paid, large-scale economic feasibility study is needed. I think leadership is needed to move the Maple Avenue project forward. The leadership can come from the Town staff, a local outside consultant, or preferably a combination of the two.

Websites for reference (list from a Town resident who works in field):

<http://dhcdvms.wordpress.com/> - this is Virginia's Main Street blog

<http://www.dhcd.virginia.gov/MainStreet/TrainingArchive/default.htm> - this has a training archive list which may have some interesting information. I've never looked at it though.

<http://www.preservationnation.org/main-street/> - this is a national main street organization.

<http://greatergreaterwashington.org/> - this is a local blog heavy on DC issues, but can do searches of specific places and issues. Also has links to other local websites on the right side.

<http://dcmud.blogspot.com/> - discusses just about all the large revitalization projects going on in the DC area. Most of them for more urban areas, but can do a search on other areas more similar town areas such as downtown Gaithersburg, Rockville, Fairfax, Falls Church, Takoma Park, Hyattsville, etc.

<http://www.streetsblog.org/> - this website has a lot of good analyses of what works and doesn't work well in cities and along streets. Especially good for novel ways of treating bike routes.

<http://www.streetsblog.org/2008/05/06/streetfilm-a-pedestrian-paradise-in-melbourne/> - this is the film I was thinking about from Melbourne which talks about breaking up blocks. Luckily, if you have redevelopment of a large block, you can actually get more alleys and streets which would break up building mass even more than these small pedestrian pathways, but I just thought it was a good discussion about pedestrian connections.

http://www.streetsections.com/go.asp?a=worldtour_gettingstarted - this webpage is very nice because all it talks about and shows is street cross sections, however since I think anyone can post, I've seen entries that show the incorrect street width to height ratio plus some of the photos just aren't that great and show existing cross sections more than planned final buildout sections. Has some nice photos and very good cross section black and white images of varying street width to building height ratios. You can view cross sections of particular widths to help see similar streets to say Center Street or Maple Avenue.

<http://www.cooltownstudios.com/> - not that relevant, but discusses some nice redevelopment projects in the area and talks a lot about worksharing and co-housing along with how to get a community behind redevelopment projects by "crowdsourcing".

<http://beyonddc.com/> - haven't looked at this one too much, but has an interesting title.

<http://www.planetizen.com/>

<http://www.pps.org/> - public spaces emphasis. Lots of nice images. <http://www.pps.org/imagedb/>

<http://newurbannetwork.com/>

<http://commuter.typepad.com/commuterpageblog/> - pedestrian/ bike local blog

Smith, Julia

From: Smith, Julia

Sent: Tuesday, August 16, 2011 9:59 AM

To: COUNCIL

Subject: QUESTIONS FOR THE COUNCIL TO CONSIDER

Please forward your thoughts to me regarding the following questions pertaining to Maple Avenue as soon after Labor Day as possible:

- 1 * Which structures need to be identified and preserved for the culture of the Town?
- 2 * Are there community needs that should be addressed?
- 3 * What is the most efficient placement of additional parking to serve the commercial areas?
- 4 * Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?
- 5 * Should parking areas be placed in the rear of buildings?
- 6 * What mixed uses will be encouraged?
- 7 * Should there be three (3) distinct zones (West, Center and East)? Are there advantages/disadvantages to separating or incorporating zones?
- 8 * While increasing scale, how can the Town maintain/encourage a diversity of smaller businesses?
- 9 * What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?
- 10 * How can residential neighborhoods be buffered from the increased commercial activity?
- 11 * Should height be restricted where the depth of commercial district is narrower and increased where wider?
- 12 * Should there be better pedestrian routes established?

Thank you for your attention to this matter.

Sincerely,

M. Jane Seeman
Mayor

8/16/2011

- 1- Structures preserved----Vienna Inn
- 2- Community needs----pocket parks for outdoor seating, small green spaces with benches, outdoor restaurant seating, wide sidewalks, bike racks.
- 3- Parking----Parking should be in the rear or in the center (donut) at the very least screened with greenery.
- 4- Parking requirement----? No opinion at this time
- 5- See # 3 Open to all suggestions.
- 6- Mixed use----All mixed use but some only in certain blocks, grouped in like uses.
- 7- Zones----Yes, 3 zones, West Center and East. Mixed use could be different in each zone.
- 8- Encourage small businesses---Open to other ideas, unfortunately rents and the economy will play a large part.
- 9- Distinguishes Vienna----Vienna is a Town with distinct boundaries that people recognize when they drive into town. It is not a Mall but a real Town.
- 10- Buffering residential----open to other ideas but must be done in a pleasing way to residents. We must not sacrifice close neighborhoods for commercial development.
- 11- Heights----Yes
- 12- Pedestrian routes----Yes

Other comments----Everyone, including developers and citizens, have cautioned about be coming too 'uptown' and losing the flavor of Vienna. Bad examples are Falls Church and Herndon
 Good examples ?
 Not sure where Fairfax City falls in these categories—still developing.

Jane

Maple Avenue Thoughts – E. Kelleher

- *Which structures need to be identified and preserved for the future of the Town?*
Consult with HVI.
- *Are there community needs that should be addressed?*
Survey shows Maple Ave as the most desired route in Town for a dedicated bike lane; consider whether appropriate.
- *What is the most efficient placement of additional parking to serve the commercial areas?*
Immediate need around Park St. Otherwise, too soon to assess, depends on where the new development will be.
- *Should the parking requirement of 1 space per 200 square feet of retail space be adjusted?*
No, even though zoning requirement is less, potential tenants will want more space. In fact, parking requirements for uses such as medical offices, restaurants and places of worship should be studied for potentially increasing the requirements.
- *Should parking areas be placed in the rear of buildings?*
Yes, and they should interconnect – try to reduce Maple Ave curb cuts.
- *What mixed uses will be encouraged?*
Main level mostly retail to attract pedestrians, upper levels office and residential.
- *Should there be three (3) distinct zones (West, Center and East)? Are there advantages/disadvantages to separating or incorporating zones?*
Yes. Center zone should have more architectural features, more density (in general, depending on lot size, depth, topography, etc.). “Signature” buildings should be considered.
- *While increasing scale, how can the Town maintain/encourage a diversity of smaller businesses?*
With main level retail and offices above. By requiring “activated” first floors, with lots of doors.
- *What distinguishes the Town of Vienna from surrounding communities and could these qualities drive the project?*
Small, older Town with great community feel and low speed limits. We have a rapid approval process, a fraction of that in Fairfax County. Sense of place.
- *How can residential neighborhoods be buffered from the increased commercial activity?*
By using buffers as well as screening. For more intense development adjacent to residential, we should require landscaped buffer areas of certain depths, planted at various intervals. (For an example of a very detailed matrix, see Section 13-303 of the Fairfax County Zoning Ordinance, “Transitional Screening Requirements.” In print, this section contains a matrix that displayed as blank pages in the electronic version.)
- *Should height be restricted where the depth of commercial district is narrower and increased where wider?*
Yes, and/or require more buffering.
- *Should there be better pedestrian routes established?*
Pedestrian access, from both sidewalks and parking areas, should be carefully considered with any development application to ensure ease and safety.

- *Other thoughts, not in answer to a question:*
 1. Create interest and prevent “canyon” effect by blending in with smaller storefronts. Allow only so much percentage of a building’s frontage to be close to the street.
 2. Have minimum and maximum setbacks from the curb, not necessarily property line.
 3. Wiley Wilson comments about more than 15’ setbacks being too wide are well-taken.
 4. Require “high visibility” facades on all street fronts, not just fronts of buildings.
 5. Set fenestration requirements (number, size and design of windows).
 6. Consider loading on side streets wherever possible.
 7. Monument style signage.
 8. Cash proffers in exchange for zoning – residential pays for recreational amenities, commercial pays for art, municipal parking, etc.
 9. Provide short-term parking spots in all developments.

To accomplish any changes, the Town’s Comprehensive Plan must be amended and a new Zoning district must be adopted. Within the new section of the Comprehensive Plan, guidelines for granting re-zoning should be established that address the requirements and desired elements, as well as the impact on the Vienna community and any proffers that would be necessary to offset those and/or make the Maple Avenue corridor a success.

Town of Vienna 2011 Legislative Agenda

The Citizens of the Town of Vienna, through its duly elected Town Council, has adopted the following Legislative Agenda at a public hearing and respectfully proposes to the General Assembly of the Commonwealth of Virginia the following:

1. State Budget Issues – Local Government Principles

The Governor and General Assembly should:

A. Immediately examine state requirements and service expansions to determine those that can be suspended or modified to alleviate some of the financial burden on state and local taxpayers. A specific example of what the state needs to do would be to empower local governments to deal with the problem of stormwater runoff resulting from construction activities. Local governments require the authority to review, inspect and maintain stormwater best management post-construction practices. Further, local governments require the authority to adopt their own fee schedules designed to meet local needs.

B. Develop spending and revenue priorities. State tax credits, tax deductions and tax relief policies must receive the same scrutiny as spending programs. To do otherwise means that tax policies are more important than the education and well-being of our children, the safety of our families and other basic government functions.

C. After all other actions have been taken including eliminating unnecessary programs, achieving greater program efficiencies, and streamlining service delivery, the state has the obligation to look at ways to increase revenues in order to meet its constitutional and statutory obligations to Virginia citizens.

The Governor and General Assembly should not:

A. Restrict further local revenue authority or sources.

B. Impose new funding requirements or expand existing ones on services delivered by local governments.

C. Shift state funding responsibilities onto local governments, including law enforcement and public safety activities.

D. Impose state fees, taxes or surcharges on local government services.

E. Place additional administrative burdens on local governments.

2. The Town of Vienna Supports a change to the Payday Loan Act §§6.1-444-6.1-471, to authorize Cities, Counties and Towns to limit the number and location of Payday Loan businesses in their locality.
3. The Town of Vienna supports a change to the VDOT local road maintenance funding formula from lane mileage to lane volume: or, in the alternative, request changes that provide additional funding to localities that maintain their roads and have roads that exceed the statewide average traffic volumes for such types of roads by more than 20%.
4. The Town of Vienna requests local zoning authority related to the privatization of the Virginia ABC package stores.
5. The Town of Vienna requests that it remain in one senatorial and one delegate district.
6. The Town of Vienna requests an amendment to the Uniform State Building Code whereby building permits for residential structures in specific zoning districts have a two year time limit for completion and issuance of an occupancy permit for any new structure or addition to an existing structure.
7. The Town of Vienna opposes any proposed reduction or elimination of the business, professional and occupational license tax authority of localities.
8. The Town of Vienna requests an amendment to Virginia Code §8.01-407 to restrict attorney issued subpoenas issued to elected or appointed officials (planning commissioners, board of zoning appeals members, etc.) unless authorized by the Court or if subject matter is unrelated to their official duties. The General Assembly currently enjoys legislative privilege pursuant to Article 4, Section 9 of the Virginia Constitution:

*Section 9. Immunity of legislators. — Members of the General Assembly shall, in all cases except treason, felony, or breach of the peace, be privileged from arrest during the sessions of their respective houses; **and for any speech or debate in either house shall not be questioned in any other place.** They shall not be subject to arrest under any civil process during the sessions of the General Assembly, or during the fifteen days before the beginning or after the ending of any session.*

Currently an attorney may subpoena a council member, board of supervisor, etc., five days prior to a trial and there is usually no time to have a Judge quash the subpoena until the trial date.

9. The Town of Vienna opposes any changes to investment policies of the Local Government Investment Pool that would jeopardize the Pool's rating or compromise the long-term stability of the Pool.



November 14, 2011

Ms. Susan Williams
Policy Manager
Commission on Local Government
Department of Housing and Community Development
600 East Main Street, Suite 300
Richmond, Virginia 23219

Dear Ms. Williams:

On behalf of the Town of Vienna, I greatly appreciate your giving me the opportunity to express our locality's concerns regarding unfunded mandates. The Governor's Task Force for Local Government Mandate Review is taking a step in the right direction by asking each locality in the Commonwealth about the respective challenges associated with this issue. Below is a list of the unfunded mandates that challenge the Town of Vienna:

Administrative Service Department (Human Resource Management)

- Employee Retirement System: INDVRS001

The current cost to the Town (employer portion only) is 9.80% of payroll. The Town of Vienna's membership is irrevocable, leaving Vienna unable to explore other retirement plan options for its employees.

- Line of Duty Act Benefits: INDVRS002

The benefits provided under this plan have been expanded over time by the State without the input of the Town. This was previously funded 100% by the State. As of July 1, 2011, 100% of this program's costs have been passed on to Vienna and other local jurisdictions with no ability to control the program's scope or design.

Planning and Zoning Department

- Land Development and Ordinance Requirements in Tidewater Virginia (SNR.DCR019) Related to the Chesapeake Bay Preservation Act. Staff is not opposed to the Act itself, just the more restrictive requirements created by



Town of Vienna 2011 Legislative Agenda

The Citizens of the Town of Vienna, through its duly elected Town Council, has adopted the following Legislative Agenda at a public hearing and respectfully proposes to the General Assembly of the Commonwealth of Virginia the following:

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